The Prince of Serbia.—prince over a people of the same faith and tongue as the Montenegros,—has offered to esser them to his Principality, and to increase, in consequence his tribute to the Parte. It is not believed that the (the Montenegria-) have asked this, but it enters strongly in the policy of the numerous small nationable of Turkey and Austria and Hangary, to wish to add to their own strength by joining others to their rule. This proposition the Porte has, very naturally, rejected. It is "wide awake" its what weakens its Administration. The Sultan new reigns over the Greek, the Bosnian, the Servian, the Cretian, the Bulgarian and the Armonian only through their ignorance and degradation. Both of these are disappearing. The "spirit of the age" is being infused among all these people, and like a stumbering ruleano, which slowly reaches the summit of the crater, will sooner or later boil over, and immerse the appathetic and increng the Turks in a devastating stream of munly effort for freedem.

The trouble among the Druzes of Syria is solely on account of the conscription for the army which the Porte is decirous of effecting them as well as among all Musculman titles. It is rather remarkable that they are the enly non-Musculman people which it wishes to incorporate in its army. The Druzes, efficially, are considered by the Porte as Musculmans, and they consequently pay no Capitation to x, which is the usual badge of the Rayat subject; and this favor is now become the source of a grievous trouble to them. Although strong in their mountain fastnesses of Mt Lebanon, it is believed that the Porte will ultimately subdue them. The British Government has for many years past endeavored to keep up a feeding in its favor among the Druzes. They believe that the ancient Druids of England and themselves are one and the same people, and on account of their isolated condition, neither Catholic nor Musculman, they readily become partizans of a Government which is strongly desirons of fostering and on animaling in Palestine

this place, fosters the fast growing Protestant community which under the care of he American Missionaries, has latterly greatly increased.

For several months past, the Bedouins and other Arabs, near to the Republic of Bagdad, have been up in arms against the Governor-General of this Province, and, it is said, at one time had quite beinged the city of the same name. The condition of things there has been much exaggerated, and it is not believed that the treutiles were of a serious nature.

The French Ambassador has come out quite victorieus in the shair of the Holy Places near Jerussiem. Though the firming given by the Porte in favor of the Greeks has been read a comité at Jerussiem, it has not been exceuted; and the Catholic priests have received a key to the principal entrance to the Holy Sepalehre, so that hereware they may perform mass in the chief spartment, in turn with the Greeks and Armenians. They have size access to the Church of Bethlehem, and though no supremacy is greated them, yet their occupancy is joint, and they are no longer expelled from those places, as heretofore. Of course, the Marquis de Lavellette, Ambassader of the Emperor of France, is meet amisble and gen leannily person), is much gratified with his successful diplomacy.

Heretofore the Porte has allowed oreign steamers—English, French and Russian—to navigate he Bosphorus, to carry passenners, and tow vessels, though more on the ground of sufferance than as a right. It has recently issued a circular by which it forbids the continuance of the custom, and gives three months in which to find other employment elsewhere. All the just and impartial Legations have freely admitted this right of the Porte.

The Bank of Exchange is entirely abolished. A Commension of Merchants has been named to liquidate its

The Bank of Exchange is entirely abolished. A Com-mission of Merchants has been named to liquidate its affairs. It was extremely corrupt, and false bills of ex-change, in large numbers, have been drawn by it on Europe, all of which the Porte has been called upon to pay. These being at a high rate of exchange, left a handsome profit to the drawers.

African Discoveries.

We cut from an English paper the following

We cut from an English paper the following secount of the last meeting of the Royal Geographical Society, held on the 25th ultimo:

1. The paper read first was, "Ascent of the Upper Rie," by M Brun-Rollett, of Savoy, as communicated by the Chevalier Negri Christoforo, of the Foreign office of Sardinia, and corresponding member of the ejolety. This paper gave an analysis of the journey of the two Bery, sent to the King of Kuenda, including an account of the tribes met with on the borders of the river, and a geographical description of the countries visited.

2. The second paper read was, "A notice of a Journey series Africa from Zanzibar to Angola," lately performed by a caravan of treders, and communicated by Consul Brand through the Foreign Office, coupled with "remarks upon this journey," by Mr. W. Desborough Cooley, and accompanied by a roap of this portion of Africa. "On the 3d inet three Moors arrived a Benguela, accompanied by a caravan of forty carriers, who

Cooley, and accompanied by a coap of this portion of Africa. "On the 3d lost three Moors arrived a Bengueb, accompanied by a carayan of forty carriers, who were conducting ivory and slaves to exchange for merchandiae. These bold travelers, who had come from the coast of Zanzibar, crossed the African continent frem east to west, and state that having got into the interior and bartered away in excession all the goods which they had provided, having exchanged them for the above arricles, they then found it difficult to retrace their steps from the want of goods to trade with, and resolved on proceeding on their lourney in the hope of meeting with such articles as they had been tool they would find further inland, in exchange for ivory. Effect ively in the Catanga country, they came in sight of the Portuguese major of Bibé, who was journeying to Benquels with his followers, and who, having persuaded them to accompany him, arrived at Angola as above stated. Anxious to procure information respecting this interesting fourney. I had an interview with the said Moors, and leer ned what follows:

"One of them, named Abdel, who had, as a pilot, frequented the coasts of India, being a native of Surt, et, and his parents of Muscat, and that, entering into partnership with smother Moor called Nasselo, they agreed to go to the Island of Zanzibar, where the latter had a relation; they did on, and the three of them in company resolved upon trading on the Continent. For this end they went to Booamois, a native town of Zanzibar, where white men are met with, who can write, and who go there to trade. They there obtained carriers to take their goods, and commenced their excursion, exchanging them in auccession for ivory and slaves, until they strived here, which they did only six

their excursion, exchanging them in succession for ivory and elaves, until they arrived here, which they did only six menths after their diparture from the eastern coast, having, during this period suffered some privations, and the loss of only three persons of the caravan, who died.

caring this period, suffered some privations, and the loss of only three persons of the caravan, who died.

"The places which they describe as having visited are the following: From Bocamota they went to the Giramo lands; then from Cuto they proceeded to Segora, where they traversed high mountains as far as Gogo. From this point to Minubo they traveled fifteen easy without meeting with any habitations, and being in want of water they afterward went on to Garganta, and then took a guida, who consorted them to Muga, where the country abounds in cattle. They afterward came to Nug 21, and here they were stopped by Lake Tanganna, and were forced to construct a boat, in which they crossed the lake; this verage took them a day and a night. They went on shore at Marungo, the inhabitants of which place are in the habit of filing their front teeth. From this they proceeded to Casembe, where one of the Moora, a rative of Muscat, by name Said-Gorad, remained with the mulattors to guard the ivory which they left at this place, while the rest of the party went on to Catanga, where they had the good luck to meet with Major Combre's men, with whom they came to Cahava by the Muscauma Road, along the course of the Leanbege, which appears to be the Cambeots, which runs down to Quillemans. They passed through the latter flows the river Lungabundo, a tributary of the Leanbege, From this place they proceeded to Luanga, Bibe, and Bensuela; and they intend soen to return to their native land, following the same route of Mr. Cooley remarked that this parrative afforded a very

Mr. Cooley remarked that this parrative afforded a very Mr. Gooley remarked that this narrative afforded a very striking and important continuation of his map. With respect to the bearing and latitude of Monomocai, and of the details of the interior generally, he had but little guidsnee, and yet it appears that the route of rapid travelers from Zanzibar to Marora, and thence by Gungo, Umbu, and Ujij to the Cazembe, when traced on his map, forms nearly a straight line, whence it may be inferred that the map is tolerably correct. The Cazembe's town (Lucenda) being but seven good marches (20 or 100 miles) from Noiro Achino (10 deg. 20 min. 35 sec. S.) where Lacerds observed, both for longitude and latitude, cannot be far wrong. This route entered Monomocai (Ulmbu) in about latitude 8 deg. S. Uranga, also in Mosomocai and further south, probably extends to the 10th parallel.

The tribes on the western side of the lake are repre-

The tribes on the western side of the lake are represented on the map as they stood at the time of Lacerda's expedition (1789-9). But from Major Monteiro, who commanded the expedition of 1831, we learn that previously to that date the Auemba had dispossessed the Movins (honer Afr., p. 144), and now the narrative before us seems to prove that the unigration of the Auemba was followed, as might be expected, by a general movement of the tribes. The Musocuma went southward into the country abandoned by their neighbors, as far perbapsas the banks of the New-Zamböse. The Movins propubly sought refuge north of that river, in the dominions of their ally the Cazembe; while the Mangure, intrudees from the south-east into the Movins country, were driven further northward in the general circulation, and took the place of the Musocuma on the aboves of the lake. The names Tanganns and Catanga Mr. Cooley supposed to have moved with the Movins to the northern side of the New-Zamböse. It seems certain that our travelers went routhward from Cazembe to Cetanga and Caheva. Had they gone westward, they must have pa-ased through Lobalé. Basides, it was from Cahava that the road went to the Musocuma, on the Luambegi (Zambege). This circuit in their route may be ascribed to the extensive marshes south-west of Lucenda (lune: Afr., p. 41).

The reason assigned for the journey of the Mohammedan adventurers to the eastern coast is, that by the The tribes on the western side of the lake are re;

may be accribed to the extensive marshes south-west of Lucenda (Inne Afr., p. 41).

The reason assigned for the journey of the Mohammedan adventurers to the eastern coast is, that by the time they reached the cazembe they had expended all their goods, or all that was suited for the current traffic, and so, having no means of returning, they advanced. This is manifestly a very lame story. As they left some of their party in Lucenda to collect frory, it is obvious that they intended to return eastward. There exists no natural foundation for a trade between the opposite coasts, which have the same wants and like productions. The truth seems to be, that they laid out their goods in the purchase of slaves, the best market for whom they found to be on the west coast. The trory, on the other hand, was destined for the east coast, the chief market for it being in India and China. This conjecture is strengthened by the fact of their not taking the direct road westward by the Lualaba; for in the mountainous district (Lobalé) about that river provisions are all imported and are extremely dear, and consequently that district which is the best for the general merchants, who obtain in it the cash of the country—i. a, salt and copper—must be avoided by the slave dealers.

R seems possible that, with a little effort, it may not be yet too late to obtain a full account of the whole

Journey to Benguela and back again, from the Surrate Arab, either in Zanziber or India. He may be supposed to have stayed a couple of months in Benguela, and on his return to Lucenda two or three months would be little enough to spend in higgling for ivory. His descent from the lake to the sea coast with the caravan would take four months at the least. Altogether, it is highly improbable that his return from Benguela to Zanziber could be effected in less than a year. Every trade in Africa is slow and dilatory, except the slave trade, which moves rapidly, because so long as a slave is kept he must be fed. Now a letter to Zanzibar, addressed to Captain Hamerton, to Mohammed bin Khanda (secretary and interpreter to his Highness Seid San might arrive there in six weeks, if sent through them by any one who could reckon on the cooperation of Capt. Haines and the East India Company.

Mr. Petermann having next described the latest routes followed by Drs. Barth and Overweg in Contral Airica upon a large map, prepared by him expressly for the occasion. The President adjourned the meeting to the 14th of February.

Occasion. The President adjourned the meeting to the 14th of February.

A French Archeishop's Charge.—The Paris Debits quotes a Lenten locution of the Cardinal Archibehop of Besancon, in which that reverend prelate (anmindful apparently of the sacred text, in which the dvine being is declared to safer his sun to shine on the evil and the good, and send his rain on the just and on the unjust insists on the temporal scourges—such as sterilisy of the soil, bankrupicy of traders, &c.,—which cannot but follow from non-observance of Sunday—in his episcopal sense of that observance. He cites as a warning example that of hotel and innkeepers, who, in consequence of not having paid afficient attention to another law of the church—that for the observance of fastdays—have had the judgment of railways fall on them. According to the Cardinal Archibahop of Besancen, it is distinctly owing to the writh of heaven on the backelding Bonifaces in question, that the railway trains run by their taverns without stopping to beilt, and carry travellers right on to their journey's end, leaving the unfortunate hotel and innkeepers in the lurch. Waen people travelled on foot, or on horseback, or even by diligence, this did not happen—and we are left to conclude that, in those halcyon days, the sins of hotel and innkeepers had not reached their present irremissible climax. If our readers cannot credit that such a charge should have been issued in the nine-teenth century, let them turn to the Dibbats, or accept the following translation:—"If I might be permitted to let you touch, as it were, with your tinger, in the simplest style, the powerful manner in which God breaks all that rebels against him, would say to you, 'Look at these numerous inns which present themselves so frequently on our roads. It is but lately they were frequented by swarms of travellers. The day of fasting and abstinence were not observed there, and, in spite of our remonstrances, in epite of the tears and prayers of Christian women and children, the meaters of the ho hand, and the railways have charged themseres to average him. Those time, once so animated, are desert-ed, their fire is out, and instead of that crowd which througed them, and spent their lives with their money there, there appear now only rare-travellers, brought by accident, or the necessity of settling some affair in the neighborhood.

The following curious paragraph is from The Duafrice (Scotland) Courier:—Jerome Bonaparte, the only surviving brother of the great Napoleon, married, in the United States, a Miss Patterson, who was a grand daughter of one Robert Patterson, better known in Scotland, and indeed over the world, as 'Old Mortality.' Old Mortality,' by some accounts, was a native of the parish of Closeburn, Dumfrieschire, though, according to others, the parish of Hawick claims to be his birthplace. At all events, he settled, before commencing his well-known wanderings renovating the tombstones of the covenanters, in Morton, the adjoining parish to Closeburn, and married one Elizabeth Gray, chowas for a considerable time a cooknaid in the family of the Kirkpatricks of Closeburn. 'Old Mortality's with, with her children, settled in Balmaciolian, Kirkculbrightshire, and the third son, John emigras ed to America in 1776, and established himself at Baltimore. Jerome Bonaparte married his daughter. Truly, truth is stranger than fiction! This story, with the exception of the hat link, seems sufficiently vouched for by the researches of the late Mr. Joseph Train, of Castle Douglas, the result of which Sir Walter Scott has embodied in his introduction bears the date of 1829, it makes no allusion to the circumstance that the Miss Elizabeth Patterson, of New York, whom the future King of Westphalia married, in 1803, was the daughter of John Patterson, of Baltimore, and the grand-daughter of Sir Thomas Kirkpatrick's cook. And now a descendant of the Kirkpatrick's cook. The following curious paragraph is from

MR. CHARLES DICKENS AND INSPECTOR MR. CHARLES DICKENS AND INSECTOR.
FIELD.—We have been requested to contradict a paragraph quoted from The Derby Reporter, stating that Mr. Charles Dickens has presented 2500 to Inspector Field, ists of the detective force. Mr. Charles Dickens, in a latter to a contemporary, says: "The statement is unimportant to me, int as it night cast a slut on the conduct of a most excellent other in the discharge of his duty. I beg you to do him the justice of contradicting it, on my assurance that it so one of the most extravagant inventions I have ever seen in my life, without a scrap of truth for its foundation."

The Dutchess of Sutherland. To the Editor of The N. Y. Tribune:

Siz: I am confident, whatever may be your estimate of the English character or of English institutions, you would not knowingly be unjust to either, nor allow any article to appear in your well-appointed paper that was untrue, or calculated to mislead the minds of your readers. Yet, sometimes such articles do appear; and to one such, I beg now to call your attention, and to ask permission to supply a correction.

In The Tribune of the 9th inst., there is a letter from one of your English correspondents, the greater part leged to have been inflicted, some years since, on a large body of persons then resident on the Sutherland estates, by their cruel and forcible eviction, to make way for their improvement. Now, whether the facts of the case be as your correspondent reports them them, or whether they admit of pallistion or explana-tion, I shall not stay to inquire, but I do protest against their being used against the present Dutchess of Sutherland, with a view to weaken her influence with the women of this country in the matter of Negro Siavery. Had your correspondent used his facts for the purpose of showing that the tenure by which land is held in Great Britain, gave the landlords the power of oppres-sing their tenentry and defendants; had he shown, by way of contrast, the superior character of the laws of the United States in that particular; had he even grounded an argument on his facts, against a hereditary pobility and the law of primogeniture, I would have understood that, but I cannot understand how any sensible man, much less any man of generous impulses, could have used them against a lady w lations she sustains, an ornament to her sex, and not less esteemed for the sterling qualities of her character, than admired for the beauty of her person and the grace

less estremed for the sterling qualities of her character, than admired for the beauty of her person and the grace and searity of her manners.

The present Dutchess of Satherland is, as you are probably aware the sister of the Earl of Carlisle, better known in this country as Lord Morpeth, a nobleman justly distinguished at home for his liberal opinions, and I may add, for the exalted opinions he is known to entertain of the institutions of this country, Slavery excepted. The Duke, her husband, though resired from public life in consequence of Ill health, has always been the advocate of liberal measures; and the entire family connections constitute that portion of the British nobility from whom the British Democracy expect, and will receive the most. They united with Villiers, and Cobben and Bright in giving the people Free Trade; and they it is who will support the largest measures of Reform that the British Parlament, as at present constituted, can be induced to give. It is a singular fact that, with few exceptions, the oldest and the highest nobility in England are the most democratic in their principles, and that it is on them the people most confidently rely for support in the House of Peers in all their great struggles for increased political liberty, and for the general improvement of the institutions of the country.

At the time the alleged facts occurred on the Sutherland estates, the present Dutchess was a mere child, shill her husband but a boy. It was the old Countess of Sutherland, better known as the Marchioness of Stafford, who effected the clearance complained of; but even in her case, I believe it will be found on inquiry it was not attended with the barbarous sets of inhumanity asserted by your correspondents. However, be that as it may the present Dutchess of Sutherland is no more responsible for the sets of the old Marchioness of Stafford, than you or I, and the attempt to create a prejudice against her, on that account, is as ungenerous as it was uncalled for

present Dutchess of Sutherland is no more responsible for the acts of the old Marchioness of Stafford, than you or I, and the attempt to create a prejudice against her, on that account, is as ungenerous as it was uncalled for and unwise. She is the last person against whom any one can bring a charge of oppression. She is singularly free from those blemtshes which mark the conduct of many high-born persons; she is remarkable for her active benevelence, and is every way worthy to stand at the head of that noble body of British women who are now appealing with so much propriety and eloquence to those of their own sex in this country to help, "undo the heavy burdens" and "let the oppressed go free;" and if I mistake not, their womanly appeal will not be treated either with indifference or ecorn, but will be centically responded to, by a large majority of American women, who while they love their country and its institutions, bitterly lament the existence of slavery; and are resolved that so far as it in them lies, it shall speedily and effectually be removed.

Let not the United States attempt to hide from its own view the plague spot which defaces its beauty, and wastes its strength, nor let Great Britain deny the existence of the evils which are eating into her vitals, but let both countries promptly seek, and vigorously apply the necessary remedies, that there may be healing and cure; and let them both help each other to make the cure perfect. Then shall those two great nations, go forth in the fullness of their strength, to benefit the world at large; and be the exemplars, as they profess to be the teachers of Freedom to mankind.

I am, Sir, Yours respectfully

John Scorler.

Annual Report of the State Engineer and Surveyor.

We have an early copy of the Annual Report of Mr. McAlpine, wherein he details the progress of work on the Canals during 1852. Omitting minor details, we copy the leading facts, and his comparisons of Canals and Railroads as methods of transportation. He has collected valuable statistics upon the subject, which are well worthy of preservation. The Report states that the number of persons employed in the Engineer Department, on the 31st of December in 1851

and 1852, was as follows:	
1851.	1852.
Division Engineers 3	2
Residents 8	9
First Assistants	10
Second Assistants	27
Levelers, Draughtsmen and Clerks 60	93
Rodmen117	58
Rodmen	
Total237	135
Total	
The expenditure for the year 1852, has been . \$13	NA 554 10
The total expenditure in 1851, was	PA 334 14
The daily expenditure for the pay of all per-	
sons employed in the engineer department	484 66
at the termination of the year 1851, was	484 00
The same at the termination of the year 1852,	
WAS	317 85
The estimated daily expenditure for the same	POTEN VIII A
purpose, for the year 1853, is	309.35
to John assignated expenditure for salary, tri	avel and

And the estimated expenditure for salary, travel and all other expenses of the department for the year 1853, provided the work now under progress, and that which is recommended as necessary for the convenience of safety of the navigation should be carried on, is \$102,737.25.

The following table shows the work under contract

Total cost, exclusive of land damages and superstanders. The above table includes the follows of 1883; Enlargement of Erse Cond. Brick Street Cond. Greeners Voltag Cond.	Totals. Aid work out under centract Estargement Eris. Owege Genesser Valley	Eric (replace) Fried (replace) Champlein (replace) Cham River and improvement Chame River and improvement Chame River and improvement Chame River and improvement Chamber River Buddening and replace Chamber River Chamber R	
18.79 18.79	27.6	9 8 8	Miles in No. of Length, Struc-
and the	8-5	2 2	110
13.404,435 M	00 004'001 00 004'29'0 01 004'29'0	\$11,362 50 50 50 50 50 50 50 50 50 50 50 50 50	Cost.
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		00 000 000 000 000 000 000 000 000 000	Amount desse
wing, which was put under contract Dec. 20, 1201, under chapter 455, 120, 120, 20, 20, 20, 20, 20, 20, 20, 20, 20,		00 000 % 00 000 % 00 000 101 00 000 101 101 101 101 101 101	Amount done Whele emount Am't remain's on 1970, done,
r chapter 45%, easter, 90 in	99 413/929 14 640/539/14 by	10.00000 00.000000	Aun't remain's

The expenditure in the Engineer Department during the past year has been increased, in consequence of the necessity of measuring up the work done under the contracts let in [December, 1851, the work on which was suspended in consequence of the decision of the Gourts, by the making of new estimates of the cout of the work embraced in these contracts, by manning new lines and making new plans for the work, and hy carrying on the work at so many points widely separated from each other, a force being thus required proportions lety larger than if the same amount of work had been in progress on a continuous line.

The following statement shows the cost of Engineering and the whole expenditure made by the Canal Commission-

	Total paid by		ercent, on
	Canal Com'es.	Engineering, a	m text d.
949	\$205,230.84	\$14.614 23	5.5
844	720,440 93	25,872 26	3.7
145		22,485 25	6.9
846	200 000 000	11.573 96	6.4
84*,	The state of the s	17,158 28	10.3
E48		49,772 96	5.7
		73,431.58	4.9
849,		102,946 42	4.1
850,	2,102,379 88		2.1
251,	. 1,444,706 71	103,040 23	10.
452	. 1,532,398 62	154,232 00	10.0
553, (Estimated.).	. 1,600,000.00	102,737 25	6.4
The expense of cost	distant of the u	nfinished cana	d 10 00

Totals.	bec. 30, 1851tact, let	Included in above	into use by spring of 1854	pleted by spring of 1854	ompleted and in use			
5	:	:	:	:	57	No. of Double Lecks	Easte	
9		1	:	:	:	No. of Single Locks	3	
135.86	8.8	,	1.17	10.00	88.76	Length in Miles	vision.	
			_	:		No. of Louble Lecks	Midd	
81.53	13.61	5.98	6.54	9.09	23.61	Levelb in Miles	lle Div.	
	:	:	:	:	Ú4	No. of Double Locks	We	
17	Ç+	-	:	:	::	No. of Single Locks	West'n D	
142.80	121.68	:	:	15.33	5.20	Leagth in Miles	ivision.	
t	:	_	_	:	8	Ne. of Double Locks	Who	
×	1	-	:	:	=	No. of Single Locks	0.0 2	
347.99	181.32	5.58	7.71	34,62	118.56	Length in Miles	Canal	
OUN	plete	d and	in i	tien.		AL AND IMPROVEME: No. of single Lineks. 94 y apring of 1854 15	NT. miles. 30.77 4.50	

BLACK RIVER CANAL AND IMPROVES	CENT.
larks	andre.
Completed and in use	Children Co.
May be brought into use by spring of 1854 15	30.77
Work not commenced, including that on	4.50
contracts let Dec. 30, 1851	42.50
Total100	-
OSWEGO CANAL.	77.83
	No. of
Completed and in use	same locks.
In progress of construction, and not included in a Work not commenced, including that on contra Dec. 30, 1851	cts let
	-
GENESEE VALLEY CANAL No. of Single Locks. Long	22
Gon pleted and in use 79	
Under progress of construction (well	81.00
rdvanced)	29.25
Partially completed and abandoned by	-3,47
contractors	3.73
Not commenced, including that con-	-
tracted under law of 1.51 2	
proceed street ma or requirement to	- 3
Totale114	
LOCAL CONTRACTOR CONTR	315 00
THE PRICE TATABLE PARTIES	

THE ERIE ENLARGEMENT.

The early completion of this work, says the report, has been discussed and advocated since 1835, by nearly every Legislature, by the successive Canal officers, by the cliniens of the State generally, and especially by those in the Western and central portions, and in New-York City. The Erie Enlargement and other enterprises for securing the trade of the great North-West, are briefly adverted to, and the Report continues.

Enlargement and other enterprises for securing the trade of the great North-West, are briefly advented to, and the Report continues.

The eatent of the trade and commerce thus sought to be reached by these enterprises is a prize worth the efforts of a people and an age to whose industrial enterprise history has furnished no parallel. The region affording this trade embraces the six North-Western Sates and Masouri, containing a population of over five millions, which doubles once in twelve years, and which has an annual sereal production equal to three hundred millions of bushels. The surplus preductions of this vast region now seek a market, chiedy on the Atlantic, and-crumt pass through the several channels of trade already spoken of. These channels, stated in consecutive order, are as follows:

By Lake Ontario and the St. Lawrence to Quebec.
By Lake Ontario and Railroads to Boston.
By Lake Ontario and Railroads to Boston.
By Lake Ontario and Railroads to Boston or New-York.
By the New-York Cautal and Southern Railroads to New-York.
By the New-York Cautal and Southern Railroads to New-York.
By the New-York Cautal and Southern Railroads to New-York.
By the Persented of the state of the least of the second of the Persented Cautal to Reserve the Cautal and Southern Railroads to New-York.

New-York.

Second, from the Chis River.

By the Pennsylvan's Canals and Railroads to New-York,
Philadelphia and Baltimore.

By Rillroad and projected Canal to Baltimore.

By Canal to Richmond.

By Canal to Richmond.

And third.

By the Mississippi and its tributaries to New-Orleans.
The consideration of the comparative salvantages of these various routes requires an examination into the cost of transport on the ocean, lakes, rivers, canals and railroads.

It becomes necessary to ascertain the cost of ocean transport for the purpose of comparing the several routes on which articles of export are or may be expected to be

carried, and for this purpose the following table is given. Which shows the distances traveled by sailing ressols, and the ordinary rates of charges from the American ports already

oreimm's r	MONEY OF	T. 47.17			27.000.200	
dy named:		E OF C	TARIT	2.4		
	TABLE	nurpool. pe	C Suite	To St	*** Dec	TUN.
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that trasported on the lakes. The exports of dour and wheat to and through Enfalo and Oswego, in 1839 and 1831, were:

In 1850, dour, 220, 116 herrels; wheat, 1, 185, 485 hushels. In 1851, four, 220, 116 herrels; wheat, 774, 857 mahels. The toils received by the State of New York, from Canadian produce and property passing faringh the Canals, is estimated at over Sole, 600 annually. The Canadian Canals have already diversed a considerable amount of humaness from the Canals of this State. The Welland Canals have already diversed a considerable amount of humaness from the Canals of this State. The Welland Canal has turned a large trade from Lake Eric into Lake Outaria. A portion of this trade is received again at Oswego; but a considerable amount has passed down to Ogfensburgh and below that point, and has been least to our Canals. The comparative cost of transportation by canals and rationals requires, perhaps, a more extended investigation than has been given to it in the preceding pages, and this is the more new seary as there is an erroneous impression that radinade may seen become important rivals to the Eric Canal, and eventually supervede it in the transportation of the measurement articles of reight. For the purpose of institut this comparison, it is necessary to sacertain in each case: 1. The capacity of the movement.

1. The original cost of the Eric Canal was \$7.413, 477, being \$19,619 per mile. The carnot of the whole weight moved, and the exponse of the movement.

1. The original cost of the Eric Canal was \$7.413, 477, being \$19,619 per mile. The annual expense of repairs for the last ten years has a revealed \$864 20 per mile, and for the preceding ten vers about \$725 per mile. The expense of the improvements by its partial enlargement, was 1,500,000 trans the average weight of down cargo in. The proportion between the cargo and the whole weight moved is 1 to 1.43; and between the cargo and the whole weight moved and the whole weight moved is 1 to 1.43; and between the cargo and the whole weight move

This estimate would give for a double-track railroad from Buffalo to Albany a capacity of about 30,000 trues per annum. The capacity of a double-track railroad from Buffalo to Albany, used exclusively for freight, would fall short of one and a baif millions tune per annum. The proportion between the freight and the whole freight moved would be at 1 to 17. The average expense of operating the Central line of roads in 1852 was 3; mile per tun per mile, and of the New-York and Eric and the Northern Roads was 7 mile. On the Reading Road for 1851 was 4; mile for transporting ceal. The expense of operating the road may be taken at 6 mills per tun per mile. An abstract of the preceding statements is as follows:

Eric Canal, Enlarged 50, Railroad.

the railroad, is seventeen imitions of colline. The comparative cost of the railroad and canal would then be as 1 to 0.77.

When a double track is completed on the Eric Railroad (allowing for the increase in length) its capacity will be increased to one and a half milhos of tans, and its cost of \$50,660,600. Two such reads would be required to perform the business now done on the Canal, and they would increase the cost upon the principles before stated, to \$50,660,600. The proportion of the cost of the Canal to that of the Railroad would then be nearly as 3 to 1. The capacity of the Eric Caral, when enlarged, will be seven millions of tuns, and its cents including its equipment, with boats and borses, \$60,660,660. A railroad to perform this business would require nine tracks, and would cost nearly \$120, 600. It should be remembered that the business on the Canal is confined to seven months, and the great balk of it done in five, so that the duration of thu business may be taken at one-had of the year, while the Railroad has the whole year to perform its business in. The other min avenues of trade leading to both works are closed for the same length of time as the Canal, consequently it would be perfectly fair in making the above comparisons to reduce the duty of the Railroad at least one-third in each of the canal stated. The results above stated are, however, deemed sufficient to show that the cost of a railroad to perform the present or anticipated business of the Canal, would increase the tan upon its trade to repay its interest and maintenance, so much as to turn it into other channels.

In extending these remarks upo with the object of determining th other, the following facts are cited ences drawn: Tunage. Casain.	to effect of one upon the and the following infer
1845	56,349, or as 50 to 81,676, or as 35 to 115,812 or as 27 to 154,766, or as 27 to
Total for 4 years12,350,312 In 1852 the Canal tunnage was 3 With Saw exceptions the railro nor can at any future period, cheapeess of transport, adequate the canals of the wast and increas since of the heavy products from tide-water.	ids never have possessed possess the capacity an for the withdrawal fro-

sie-water.

The average cost of the principal capal has been as fol-

The average cost of Railroads has been as follows:

The average cost of Railroads has been as follows:

Froads in New York Shock on \$41,311 33

Reads in Southern and Western, \$1,000,000 \$41,331 33

The number of railroads, including branchess, now in progress in the United States is \$72. The unites in operation are 13,560; the unites in progress, 16,220, and the superior in the United States is \$72. The unites in operation are 13,560; the unites in progress, 16,220, and the superior in the United States is \$72. The unites in operation are in the United States is \$72. The unites in operation are in the United States in \$72. The unites in operation are in the united states and the superiority of the latter maintained, you thus been no part of any object to undervalue the former. The canals of New York, with one exposition, have been constructed by the State. The railroads have been built by incorporated companies. The object of the State exponditure was to accommodate trade and consumerce: that of the compositions to receive a profitable return for their investment. The former has proved to be a profitable investment and the latter has resulted in funishing areat facilities to the basiness of the State, and thus each in accomplishing the object proposed by itself has also accomplished the object aimed at by the other, and both have promoted the public good. Railroads and canals have each their appropriate function to refurm, and they each and to the business of the other. The facility for the cheap transport of the vast business between the canals are appropriate for the one, and the railroads for the other. The facility for the cheap transport of the rash observe the enter appropriate for the one, and the railroads for the other. The facility for the cheap transport of the rash observe the enter appropriate for the one, and the railroads for the other. The sheen no part of my present object to discuss the propriety of any of the financial schemes which have been suggested for accomplishing the "speedy enhancement" of the canals. That duty belongs to the financial

w. J. McALPINE, State Engineer and Surveyor.

New Manufactures and Inventions. Marbleized Iron.-The manufacture of iron

imitations of marble has become an extensive branch of business in this city, although it is but little more than a year old. One establishment, that of Mr. S. C. Herring, employs some fifty workmen; that of Mesers. J. H. Keyser & Co. somethirty-five. There is also a J. H. Kerser & Co. some thirty-five. Incre is also a third manufactory which we believe employs some thirty-five men. This process of giving a marble-like surface and pollab to iron was, we believe, invented at Cincinnati. It was brought here, as we learn, by two brothers named Williams, who are now in the employ of Mr. Herring, and it has been improved and shortened by Messrs Keyser & Co. It is not parented, but is kept secret, being only imparted on the oath of the recipient that he will not reveal it. The process has been and now is chiefly used for mantel-pieces, but we fancy that it will hereafter be applied to many other purposes, even if it should become less fashionable for that. It may be used to imitate any sort of wood or any other polished surface as well as that of stone-the closeness of the imitation depending solely on the skill of the artist by whom it is prepared. Some of the mantels we have seen are very handsome and exceedingly like marble, though on careful examination by a skillful eye, iron casting cannot pass for sculptured marble. The cost of the mantel-pieces is about the same for the more ordinary kinds as the cost of marble ones; but the imitations of the more expensive sorts of marble, of agate, or of other valuable kinds of stone can be produced for a fraction of the cost of the real thing. Thus for \$50 you may the cost of the real thing. Thus for \$50 you may have an iron mantel the counterpart of which in stone could not be obtained for less than \$530. This greater cheapness accounts for the use of an immense number of these mantels, and we do not regret it, for apart from all considerations of durability, it develops the taste for elegant and graceful forms, and will carry beauty of that kind into many houses where it would otherwise not enter. With regard to durability only experience can decide, and on that head from the short time since the introduction of the article, we are unable to speak. We notice, however, that care must be taken not to hit a hard blow upon the surface, and not to scratch it. If you scratch marble, the furrow only reveals the same substance as you beheld on the exterior, but with polished iron the case is very different. While, then, we recommend no one to adopt it who can afford to have the true thing-for nothing is less desirable in itself than a casting which attempts to pass for the work of the chisel-we hold these mantels to be a great deal better than any of the previous imitations of stone that we have met with. Should experience prove them to be as durable as they are handsome, the manufacture must grow to truly gigantic proportions.

The same mode of giving a stony face and pollab

may be applied to wood, plaster of Paris, terra cotts, and other substances, as well as iron. It is far superior to scagliola in every respect, and must expel that substance from use altogether. We look to see it applied most extensively, especially in architecture. It makes very handsome pillars, pilasters and vases for the inside Another Mode of Imitating Stone .- A differ-

ent way of producing a result similar to that above spoken of, has been discovered by Prof. FREUND, a Hungarian chemist, for some time resident in this City, and is used by Mesers. Freund & Miller, at their factory over the Harlem Reilroad dépôt. It is chemical and mechanical, the imitations of stone being produced entirely without the pencil of a painter. The elements ne desired to be imitate d are chemically combined, and finally polished by grinding or rubbing with water, pumice-stone, &c., much as the stone itself would be. For architectural purposes, this process produces very beautiful work, far superior to any scagliels; we have seen pillars and wainscoting with all the loveliness of the finest jusper or agate. It has hitherto been mostly applied on wood, but may also be put upon iron. The imitation mantles on wood we are told will stand fire, but have seen no experiments. This establishment employs a large number of Hungarian exiles.

Spring Mattresses .- The Spring Mattress is well known as an attempt by means of spiral springs to combine the advantages of a mattress with the luxurious, yielding softness and comfort of the feather bed. To sleep on feathers is unhealthy, from the fact that they are too warm, and enervate the aleeper as a warm bath would do. At the same time there is something delicious in sinking into the downy mass of an old-fashioned bed, which the modern sanitary ideas may condemn, but cannot banish from mind. The ordinary spring mattress is but a peor attempt to reproduce this luxury without its objectionable features, and indeed nothing can do it perfectly; but we have examined an ticle of recent French invention, manufactured by Mesers. Mauritz & Demeure, of Centre-st., which is very ingenious, much superior to the ordinary spring materass. The springs are made of copper wire, set upon iron slats which are fixed at the bottom of an iron frame. At the top the springs, instead of being connected together by wooden slats, rudely fastened, as is the case in the ordinary spring mattress, are united by smaller spirals, also of copper wire, which cross the mattress from side to side, and from end to end, connecting the several ranges of springs in each direction, and giving the most equal elacticity and yieldingness possible to every part. So firmly are the springs fastened that it is not necessary to envelop the mattres in a tick : it has no cover and offers no retreat for vermin. A thin mattress of hair or moss upon it, is all Blake's Nut Cracker - This is a Yankee no.

tion, having sprung into being at New-Haven in the same month of the same year with Louis Napoleon's coup d'état. It is designed to dispense with the use of the bammer as well as with that of the ordinary table nut-cracker, for nut-cracking purposes. It is not adapted for table use, but, as we can testify, cracks the hardest shells in a way to render all further cracking superfluous. It consists of a pair of placers fixed upon bit of board. You put in your nut, press down the handle, the nut passes into a new condition, and as you remove your hand from the handle, a spiral spring casts it up, and the transformed put drops into a bas ket, which ought to be standing below on purpose to receive it. A smart crackster ought to crack as many as twenty nuts in a minute; or 1,200 in an hour, without any danger of pounding the fingers. Iron.-The following is an account of a new

mode of producing wrought iron directly from the ore, with anthracite or bituminous coal or wood, patented by Alexander Dickerson, of Morristown, N. J. which by Alexander Dickerson, of Morristown, N. J., which is said to have been verified by sufficient experiments:

"Two concentric upright cylinders, well protected from burning by water plates, are erected over a preparatory bottom, which is built between the pudding bottom and stack of an ordinary puddling furnace, so that a portion of the escape heat passes freely within the inner cylinder and between the outer one and surrounding masonry work. The space between the cylinders, measuring about seven inches across, is charged from the top with crushed ore and pulverized coal suitably mixed. As the escape heat, which is regulated at pleasure, passes freely around this mixture, (but without the finne coming in direct contact with it,) the ore readily yields its oxygen, and absorbs a requisite quantity of

carbon. A batch of the ore is then, by an easy arrang-ment, let down upon the preparatory bottom where the process of decaydation is soon completed, when the metal is presed over up at the publishing bottom, where it is notice up into balls, rouly for the rolls or hamme. As the cylinders are of sofficient especity to contain ser-eral batches at once, and a uniform heat is supplied, with at intermised in, while one notion of one is being let in at the top, another may be discharged on the first bettern and a third rudified men the second bettom simultaneously—so that the whole operation proceeds continuously, and in rapid succession, without inter-ference or interruption.

erence or interruption."

—It the above process be what it is here asserted, it must revolutionize the manufacture of iron, and go for toward emancipating the United States from their pres ent colonial dependence on England.

Who Invented the Electric Telegraph? To the Editor of The N. Y. Tribune:

Sin: I have seen it frequently stated and assumed of late, that Prof. Marse was the inventor of the Electric Telegraph, and that but for him the publie would not have enjoyed the benefit of this admira-

the Electric Telegraph, and that but for him the public would not have enjoyed the benefit of this admirable plan of transmitting intelligence. There never was a more complete delu han! Why, Sir, the very Patous granted to Morse, refers to previously invented Electro-Magnetic Telegraphs, known by the name of Needhe Telegraphs, end, also, to other well known modes of making signs by electric currents, transmitted through metallic conductors. And, it is a notorious fact that the Needle' Telegraph now in general use in England, was patented there in June 1837, by Wheatstone and Cock, three years before Morse got his patent in this country, and that Wheatstone and Cock obtained a similar patent in Washington some time before the date of Morse's first potent.

Ner can it be pretended that Morse was the first to build a telegraph line for actual business purposes, for he did not begin to build one until 1844—3, whereas, lines had been put up and worked in England, and interpreted the electric telegraph, but that he invented in electric telegraph, but that he invented the electric telegraph, but that he invented an improvement, which comisted in marking on paper dots and huritontal lines of unequal length to stand as signs or representatives of letters, whereas under the previous systems evane-cent signs and sounds only were made. Thus a magnetized bar of iros was under to point to letters without making any mark.

There is a great and schnowledged difference of opinion as to the respective merits of these systems. Many persons of competent judgment maintain that the apparatus for marking signs is worse than useless, as it causes delay, mistakes, uncertainty and additional expense. It happens, therefore, that on some lines where the right to use Morse's marking apparatus has been purchased, the same has been discontinued, it being observed that messages could be received quicker and better by sound without making any "record." So in England, although the eld patent granted to Wheatstone and Cook has expired, no partie

fluid becomes dissipated and is very feeble at the receiving stations.

I shall not venture to offer any opinion on the question
which is the best form of the electric telegraph, but
confine myself to the correction of the popular error
before alluded to If it be asked, who then did invent
the electric telegraph? I will answer in the words of
Dr. Turnbull, who gave a series of lectures on the
electro magnetic telegraph, before the Frenklin lastitute, of Philadelphia, in the session of 1850-51, and
where admirable work on the subject descrives general
attention. "It has required a long series of years to
develop and perfect it, it is not the invention of one
man, or any set of men; nor of one nation, but of many
pations, each adding their mite to the noble structure."

Turnbull on the Electro Magnetic Telegraph, Introduction, p. 1.

List of Patents

List of Patents

Leaned from the United States Patent Office for the west
ending February 22, 1853.

[Carefully proposed for The Tebross.]

Hezekinh Brasilord and Elieba Fitzgernil, of New York,
N. T. for Improved Appearstus for Separating Oros or other
substances of different specific gravities. Dated Feb. 22, 1853.

Alex'r A. Croll, of Lomion, England, for Improvement in
Gas Meters. Dated Feb. 22, 1853.

Wm. H. Johnson, of Greenville, Mass, Assignor to Win,
G. Batts, of Westfield, Mass, for Improvement in Sewing
Macines. Dated Feb. 22, 1853.

Alpheus Kimball, of Filchburgh, Mass, for Improvement
in Seytle Fratenings. Pated Feb. 22, 1853.

Wm. S. Lace, of Greet Yarmouth, England, for Improvements in Suspending, Lowering and Liberating Shipe
Houts. Dated Feb. 22, 1853. Patented in England, Feb. 31,
1852.

Heats. Patrd Feb. 22, 1933. Patented in England. Feb. 23, 1832.

James Moreland, of Adrian, Mich., for Improvementh Mortising Machines. David Feb. 22, 1833.

Arnes B. Taylor, of Mystin, Conn., and Stephen Wilcox. Jr., of Westerly, R. J., for Improvement in Cut-Off Motion for Looms. Dated Feb. 22, 1833.

Lauren Ward, (Admir of Richard Ward, doccased) Jorens B. Hubbell and Hart C. Hubbell, of Naugatack, Conn., for Improvement in Machines for Turning Irregular Forms Pated Feb. 22, 1833.

Alex'r Fémunds, of Mr. Pulaski, Ill., for Design for a Cradic. Dated Feb. 22, 1853.

PORT WINE.—The following curious statement about port wine is maken from a late English journal:

"A pipe of purt wire is sometimes compounded in London of fifty sallons of cider, sixty gailons of Cape Pootas, paying a duty of only 2/9; the to ten gallons of British brandy, and cider added to keep the case full, till all the lagradients are well blended together. Eight pipes of part wine, of one hundred and fifteen sallous each, which cas be sold for 170 a pipe, are manufactured at an expense of £101, out of the following materials. Two pipes of Bent Carlos at £25 a pipe; two hundred and thirty salons of Piguresa, costing £10; a pipe and a half of Cape Pontac, costing £10; a pipe and a half of sood port, £109 a pipe of common port, £13; twenty gallors of monatata, £11 5/7; washings of brandy cask, clienteries, salt of tatter, gum dragon, &c, in preportion, costing in all £101, including the payment of daties for eight pipes duty-paid nort wine, which are then worth £300. The revenue and the wine dinkers are both definanced by such concections."

There are few things more difficult to procure than a gless of pure Port. Of the thousands of gallons which are drunk in this country daily, not one in a thousand is even as pure as that described above.

And it is even more difficult to obtain pure Champagne. We have seen it stated somewhere that here is not as much of the genuine stuff manufactured in the world as is annually drunk (under the name of Champagne) in the City of New-York.

There is a beverage however—the most proclous is the world—which can always be obtained pure and unadulterated. There is none better in Christendom than can be had in Albany; and it may be drunk in in lefaulte quantities, at all hours, and under almost all circumstances without impairing the health. It is procured from the Patroon's Creek!

(Alb. Eve. Jour.

We learn that a young man named Wells who it is said graduated at Bowdon College in 1889, and who has been engaged in teaching at Fortland dat-ing two years past, while on his way from Boston to Portland on Saturday afternoon last, lesped from the platform of the cars while under rapid headway, new Portland on Saturday atternoon last, leaped from the platform of the care while under rapid handway, near the Berwick junction. Nothing singular was observed in him until a few mounemts before the act, when he observed to a gentleman who sat at his side, that some one in the other car wanted to kill him. As he started rapidly for the rear door of the car, the conductor followed and seized him, but not so effectually as to retain him. The care were run back to the place, and search was mede for him. He hat not small carpet bag ware found in the snow. He was tracked to an open stream of rapid water near a mill, where his great cost was found on the ice at the water's edge. The workmen in the mill observed him leap from the cars, and went to look for him, but lost sight of him. There is no doubt that he plunged into the water and was carried under the ice by the current. It is supposed also that the young man saw the water before he leaped from the cars. The above particulars we have gathered from a passenger who was on board the train. By referring to the catalogue of Bowdoin College, we find that a Speacer Wells, of Newbury, Mass, graduated in 1849.

[Bagos Whe.

A REVOLUTIONARY SOLDIER .- Mr. A REVOLUTIONARY SOLDIER.—Mr. James McDonald, one of the oldest soldiers under General Washington, was in Cincinnati Feb. 18. He la returning from a western visit to some friends, to his home is Eichmond, Va. He was born in Glasgow, Scotland, 12th Sept. 1748, and is now 104 years old. He enjoys good health, and has a vigor common to men of 30. He has remarkably good sight and hearing, and has never been sick but once in his life. He fought in all the principle battles in North and South Carolina. He lost an eye at the battle of the Cowpens, under General Morgas, and received two wounds at the battle of Brandywise, under Washington and La Fayette. He was at the battles of Trenton and Princeton, where the brave Col. Morcer was shot. He saw Gen. Warren fall at Bunker Hill, while chevring on his troops to victory; and to sun sphe fought in sixteen battles in New York and Vermani, under Generals Gates and Arnold.

Jonas Welch, of Missouri, proj Jonas Welch, of Missouri, prophesisal lose his eldest daughter, and that on the 28th day of October, 1852, he would lose his eldest daughter, and that on the 28th day of October, 1852, he would lose his wife. On the very days specified his wife and daughter died! He now says the 18th day of August, 1854, he will die himself of cholera. He is considerably distressed about the matter, and never for a moment doubts but that his life will state terminate. He has already arranged his worldly affairs, as well as spiritual, to be in readiness for the fatal pariod.

The New-Haven Palladium says : " We are able to record another ease of the complete cure of erystpelus by the simple application of raw cranberries pounded fine. The patient was a young lady, one side of whose face had become closed and the pain excentration of cramberries was applied, and after sensitive the eye had become closed and the pain excentration of cramberries was applied, and after sensitive the pain caused, the inflammation subabled, and in the course of a couple of days every vestige of the disease had disappeared. The case occurred in the family of one of the editors of The Palladium, and we can therefore youth for its truth.

SLEDGE-HAMMER MUSIC !- It is said that a singular musical novelty has been introduced into a musical performance at Rome. In Verdi's new opers of the Tes-badow, a newf chorn, with an accompaniment of sleeps hammers, is introduced.